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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY USSR

DATE DISTR, 6 October 1949

SUBJECT Flugov and Red October No. 466 Plants in Leningrad NO. OF PAGES 5

PLACE
ACQUIREDNO. OF ENCLS. 5*
(LISTED BELOW)

DATE OF II

SUPPLEMENT
REPORT

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On 10 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.
Next Review Date: 2008

2. Production of the Flugov Plant: Blade-wheels (turbines)
were manufactured and polished by hand in one workshop.

3. There were no spur tracks.

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4. Location of the Red October Plant: In the northeastern section of Leningrad (50°20'E, 59°58'N). A road with a street car line ran along the western side of the plant; a spur track entered the plant from the south.
5. Plant designation: Red October Aircraft Engine Plant.
6. Plant history: The plant was said to have been destroyed during the war. Its reconstruction was begun in 1948. The reconstruction work was done only by PWs. After completion of one workshop and installation of the machinery, the shop became off limits to the PWs.
7. Plant area: About 250 acres, rough estimate.

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50X1-HUM

- 2 -

8. Major workshops: three workshops, each with a frontage of five hundred feet [redacted] 50X1-HUM

1 workshop, P" camp, evacuated by the P"s in April 1949
 1 workshop, production of electric motors
 1 workshop, almost fully equipped, scheduled to be put into operation in the summer of 1949. [redacted] 50X1-HUM

9. Production: Only electric motors, about 20 inches high.

10. Test Stands

a. Two old test stands. The engines tested there were cigar-shaped. At the beginning of the test runs greenish flames, which later changed to red, were observed. When running at full speed, the flames ceased. [redacted] 50X1-HUM
 [redacted] the tested engines were fighter aircraft turbines. The test stands were in operation day and night, producing a terrific noise. 50X1-HUM

b. Two new test stands, similar in shape to the old ones, but with slightly higher towers; put into operation after March 1949; in operation day and night, considerably less noise than at the old test stands.

[redacted] 50X1-HUM

11. Location

In the northern section of LENINGRAD, north of the freight station.

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12. Plant History and Setup

[redacted] the plant was designated Red October. Its construction was begun in 1945 and was still far from completed in 1948. Type of construction: Steel framework filled with slug stones; roof, steel construction covered with sheet metal and boards; concrete floors, skylights.

[redacted]
 the plant was a delivery plant for both the RYBINSK Aircraft Engine plant and the LENINGRAD Flugov Plant.

13. Production

Only the winding of armatures [redacted] of the workshops.

[redacted] in one 50X1-HUM

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- 3 -

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15. Various observations

Designation: Red October. Members of the plant management:
 TUROVSKI. [redacted] VIZOTSKI, chief engineer

[redacted] There were 2 or 3 German construction engineers assigned to the plant management. 50X1-HUM

The construction of the plant was begun in 1938.

16. Work Force

About 1,500 working in 3 shifts in October 1948.

17. Production

[redacted] aircraft parts (aircraft engines) were being manufactured in the plant. This was inferred from the continuous noise of running engines at the test stand and from the strict security measures taken [redacted] 50X1-HUM

[redacted] There is, however, no definite proof to support this assumption. [redacted]

the shipping of dynamo generators, between 12 and 36 hp. allegedly to be sent to the Ukraine. [redacted]

[redacted] this production was being maintained for camouflage purposes. 50X1-HUM

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18. Location

In the northern section of Leningrad [redacted] 50X1-HUM

[redacted] in the SPASKAYA suburb. The Spaskaya road ran 660 feet north of the plant area. The first houses of SPASKAYA were located about 1,650 feet northwest of the plant. A street with a double-track street car line ran 2,000 feet west of the plant. A bread factory was located 2,000 feet east or south of the plant.

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- 4 -

50X1-HUM

19. Plant History

[redacted] the construction of the plant was begun shortly before World War II. The work was suspended in 1942, after the workshops were damaged by bombs. This was a sister plant of the Flugov Plant, also an aircraft engine plant, reportedly located 2 or 3 miles in the direction of the town, near the Neva River. The plant was completed between 1945 and early 1947.

20. Plant installations

a. Workshop No. 27, 400x175x50 feet, brick structure, concrete floors, flat roof covered with roofing paper.

b. Workshop No. 12, 265x65x50 feet, magazine, slug-stone structure, flat roof.

c. Plant No. 16, foundry, concrete and iron, 265x65x50 feet

d. Plant No. 20, 400x165x50 feet, brick and concrete, flat roof covered with roofing paper, locksmith's shop and lathe department; office rooms in the northern section.

e. Workshop No. 4, 100x55x33 feet, concrete structure with flat roof, test stands for aircraft engines.

f. Workshop No. 10, 200x65x40 feet, concrete and iron, flat roof covered with roofing paper, test stands for aircraft engines.

g. Workshop No. 20, 200x55x40 feet, the building was called an engine shop.

h. Storage shed.

i. Slug stone plant (the stone produced was used for the construction of plant shops).

k. Underground fuel dump.

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21. Work Force

[redacted] about 1,500 Soviets, working in three 8-hour shifts.

22. Production

Heavy aircraft engines (Soviet statements). Aircraft engines produced in this plant and in the Flugov Plant were tested on a test stand.

23. Factory Motor Vehicle Park

- 1 large caterpillar tractor
- 1 small caterpillar tractor
- 10 trucks of make Studebaker
- 15 trucks of make Buessing
- 25 Soviet trucks
- 1 German Army prime mover (18 tons)
- 1 passenger car (Z13).

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- 5 -

24. The factory trackage (Soviet gauge) had a connection with the LEMIN RAD-VIBORG RR line at SPASKAYA.

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Comments: The close connection between the two plants, the manufacture of turbine components in the Flugov Plant, and the testing of turbo-power plants in the Red October Plant are again confirmed. The production of electric motors in Plant No. 466 was confirmed in April 1949. From the expansion of Plant No. 466 and the installation of additional modern test stands in this plant it is inferred that the output of turbo-jet power plants is to be increased.

Comment: The deliveries reportedly made by this plant to RYBINSK were possibly of individual parts only, since delivery of tested turbines to the RYBINSK aircraft engine plant seems improbable.

Comment: The repeated inspection of the test stands in the Red October Plant by high ranking air force soldiers indicates the location in LENINGRAD of some kind of Air Force Academy whose students are given additional technical instruction or are made familiar with the latest development stage reached by the aircraft industry.

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Comment: The dimensions given for workshop No. 4 of the Red October Plant in paragraph 20 (e) differ from those given for workshop No. 4

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